



Proposal to establish a combined authority for
Greater Manchester
Consultation



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About this consultation

Scope of consultation

Topic of consultation	Consultation on the proposal to establish a combined authority for Greater Manchester.
Scope of Consultation	This consultation seeks views on the proposal that a combined authority for Greater Manchester should be established, and on the proposed structure, constitution and functions of the new authority.
Geographical scope:	England.
Impact Assessment	Not applicable.

Basic Information

To	The 10 metropolitan borough councils within Greater Manchester, the Greater Manchester Integrated Transport Authority, the Greater Manchester Passenger Transport Executive and other interested parties including neighbouring local authorities, public bodies operating within Greater Manchester, public transport providers within Greater Manchester, local business representatives, representatives of the third sector, employees of the relevant local authorities and members of the public.
Body/bodies responsible for the consultation	Economic Development Division Local & Sub-regional Policy and Delivery Directorate Communities and Local Government
Duration	15 week public consultation (31 March – 14 July)
Enquiries	Colin Lovegrove Communities and Local Government Economic Development Division Zone 3/G10 Eland House Bressenden Place London SW1E 5DU Telephone 0303 444 3147 Or by email: colin.lovegrove@communities.gsi.gov.uk
How to respond	To either of the addresses above

Additional ways to become involved	Not applicable
After the consultation	The Government will take into account the responses to this consultation: – in its decision whether to make an order establishing a combined authority; and – in deciding the content of any such order .
Compliance with the code of practice on consultation	This consultation complies with the Code.

Background

Getting to this stage	The Local Democracy, Economic Development and Construction Act 2009 provides for the establishment of economic prosperity boards and combined authorities.
Previous engagement	The Association of Greater Manchester Authorities consulted locally in early 2010 on the proposal to establish a combined authority for Greater Manchester as part of its review of governance within Greater Manchester under section 108 of the Local Democracy, Economic Development and Construction Act 2009.

This consultation document and consultation process have been planned to adhere to the Code of Practice on Consultation issued by the Department for Business Enterprise and Regulatory Reform and is in line with the seven consultation criteria, which are:

1. Formal consultation should take place at a stage when there is scope to influence the policy outcome.
2. Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
3. Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
4. Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
5. Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.

6. Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
7. Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

Representative groups are asked to give a summary of the people and organisations they represent and, where relevant, who else they have consulted in reaching their conclusions when they respond.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

The Department for Communities and Local Government will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. Individual responses will not be acknowledged unless specifically requested.

Your opinions are valuable to us. Thank you for taking the time to read this document and respond.

Are you satisfied that this consultation has followed these criteria? If not or you have any other observations about how we can improve the process please contact:

CLG Consultation Co-ordinator
Zone 6/H10
Eland House
London SW1E 5 DU

or by e-mail to: consultationcoordinator@communities.gsi.gov.uk

Consultation process

Communities and Local Government invites comments on this draft guidance. The consultation will run until 14 July 2010.

When responding please state whether you are responding as an individual or representing the views of an organisation. Responses to this consultation must be received by 14 July 2010.

You can email your response to: colin.lovegrove@communities.gsi.gov.uk

Or in writing to:

Colin Lovegrove
Communities and Local Government
Economic Development Division
Zone 3/G10
Eland House
Bressenden Place
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Consultation questions

1. Do you agree with the Government that there is a strong case for the establishment of a combined authority for Greater Manchester?
2. Do you agree with the proposed constitutional arrangements and functions of the proposed combined authority as set out in this consultation paper?

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Part 1

Introduction

- 1.1 Part 6 of the Local Democracy, Economic Development and Construction Act 2009 ('LDEDC Act') provides for the establishment of economic prosperity boards (EPB) and combined authorities. These are new sub-regional structures that are designed to support the effective delivery of sustainable economic development and regeneration and, in the case of combined authorities, transport. They are corporate bodies with their own legal identity which are able to take on functions and responsibilities for economic development, regeneration and (in the case of combined authorities) transport. They are controlled by their members, the majority of whom must be elected members of the constituent local authorities.
- 1.2 Following recommendations by the Association of Greater Manchester Authorities (AGMA), the constituent authorities for Greater Manchester have published a scheme ('the AGMA scheme') under section 109(2) of the LDEDC Act and section 82(5) of the Local Transport Act 2008 ('LTA 2008') for the establishment of a combined authority for Greater Manchester.
- 1.3 Under AGMA's scheme the new combined authority would take over responsibility for co-ordinating economic development and regeneration and transport provision across Greater Manchester. All the functions of the Greater Manchester Integrated Transport Authority (GMITA) would be transferred to the combined authority with the transport authority being dissolved.
- 1.4 Communities and Local Government has worked closely with a number of other departments, most notably the Department for Transport, in considering the case for a combined authority. The Government considers that AGMA have made a compelling case for the establishment of a combined authority, and therefore has decided to consult on the establishment of such a body in accordance with the requirements of section 92(4) LTA 2008 and section 110 (2) LDEDC Act.
- 1.5 This consultation invites comments on the case to establish a combined authority and on the proposals for its constitution, its powers, and consequently on the attached draft Order which the Secretary of State has prepared. The Secretary of State will take account of any responses received in deciding whether to establish the combined authority, and in making any Order doing so.

Part 2

Legislative context

- 2.1 The LDEDC Act establishes the legislative framework for the establishment of EPBs and combined authorities. The process falls into three broad steps:
- A group of relevant authorities that are interested in strengthening governance arrangements for sub-regional economic development carries out a review. This review will assess existing governance arrangements for the delivery of economic development, regeneration and transport in an area, and take a view as to whether there is scope to improve outcomes by making changes to these arrangements.
 - If the review concludes that establishing an EPB or combined authority would be beneficial for the area concerned, the authorities may then draw up a scheme for the new body. This should set out the detail of its proposed constitutional and operating arrangements.
 - Once the scheme has been completed and published, the Secretary of State will consider whether creating an EPB or combined authority will meet the tests set out in the LDEDC Act and will consult with the authorities concerned and any other appropriate persons. If the Secretary of State considers that creating an EPB or combined authority would be beneficial, a draft order will be laid before Parliament. This must be approved by a resolution in each House of Parliament before the order which brings the new body into being may be made.
- 2.2 Where the area in question already has an Integrated Transport Authority (ITA), and the relevant local authorities have concluded that the establishment of a combined authority, rather than establishing a separate EPB is appropriate, the existing ITA will have to be dissolved as a combined authority and ITA cannot co-exist in the same area. In this case, the requirements of the Local Transport Act 2008, similar to those set out above, in relation to the dissolving of the ITA would also need to be followed before the combined authority could be established.
- 2.3 The Government is currently consulting on draft statutory guidance on EPBs and combined authorities.¹ The draft guidance sets out the main purpose of EPBs and combined authorities and the process for establishing such a body. Consultation ends on 29 April 2010. Guidance on the provisions of the Local Transport Act 2008 are set out in *The Local Transport Act 2008 – Guidance on Governance Reviews and the Publication of Governance Schemes*.²

¹ www.communities.gov.uk/publications/citiesandregions/ecoprospertyconsult

² <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/regional/localtransportbill/guidancegovernance.pdf>

Part 3

The AGMA scheme

- 3.1 In July 2009 AGMA, on behalf of the 10 local authorities of Greater Manchester, carried out a review of transport governance for the city-region under section 82 of the LTA Act 2008. This considered a number of options for improving transport governance across Greater Manchester, including the establishment of a combined authority. In late 2009 AGMA carried out a review under section 108 of the LDEDC Act on the effectiveness and efficiency of transport and arrangements to promote economic development and regeneration within Greater Manchester. This review has concluded that the current sub-regional governance arrangements across Greater Manchester are sub-optimal for improving the economic performance of the city-region. The review concluded that the establishment of a combined authority, with economic development, regeneration and transport functions, presents the best option for Greater Manchester in terms of meeting its strategic ambitions.
- 3.2 On 29 March AGMA, on behalf of the 10 local authorities, published a scheme for the establishment of a Greater Manchester Combined Authority. This set out the conclusion of AGMA's review of existing governance arrangements across Greater Manchester, the case for a combined authority and the proposed structure of the new authority and its proposed functions.
- 3.3 AGMA have requested that the Government consider the proposal to establish the Greater Manchester Combined Authority, with a view to establishing the new authority at the earliest opportunity.

Part 4

Secretary of State's consideration of the scheme: The proposed new authority

- 4.1 Before establishing a combined authority, the Secretary of State is required to consider whether doing so would be likely to improve:
- the exercise of statutory functions relating to economic development, regeneration and transport in the area
 - the effectiveness and efficiency of transport in the area; and
 - economic conditions in the area.
- 4.2 In that context, the Secretary of State needs to be satisfied that the area proposed for the combined authority is a functioning economic area to ensure that the proposed governance arrangements are being established at the right spatial scale. The Secretary of State also needs to be satisfied that the existing governance arrangements in Greater Manchester are not optimal for economic development, regeneration and transport and that, as a result, the sub-regional economy is not performing to its full potential and that establishing a combined authority would be the most effective and efficient option for delivering Greater Manchester's strategic ambitions.

Functional economic market area

- 4.3 The Government believes that there is strong evidence to show that Greater Manchester represents a functional economic market area (FEMA). AGMA has provided compelling evidence as to the economic linkages between the 10 Greater Manchester local authorities. For instance, Greater Manchester has substantial travel across local authority boundaries for work, education and recreation. Evidence shows that about 90 per cent of Greater Manchester residents live and work in Greater Manchester, whilst 96 per cent of 16-18 year olds live and study within Greater Manchester. Three-fifths of Greater Manchester's businesses' purchases are made from the local economy and Greater Manchester has extensive public transport and road networks which provide a high level of connectivity between the 10 local authorities. All this evidence points to Greater Manchester being a coherent economic area. Indeed, the Government acknowledged that this was the case in selecting Greater Manchester as a pilot city-region (see paragraph 4.4 below).

City-region agreement

- 4.4 In December 2009 the Government and AGMA signed the Greater Manchester city-region agreement. The agreement recognises the role of Greater Manchester as a key focus for national growth and represents a shared commitment between central Government, local government and businesses to ensure that the city-region continues to be an economic success. The agreement includes a number of reforms relating to transport, skills, post 16 education, economic development, low carbon and early years development that would enable Manchester to have a greater say in its own destiny. It also includes a series of pilot projects relating to deprived neighbourhoods, worklessness, skills, O5s and other areas, to create not only an evidence base to support different interventions, but also an effective approach to devolving funding. A summary of the key elements of the agreement is at annex A. The Government believes it important that the governance arrangements in Greater Manchester are adequate for the city-region to deliver on these commitments.
- 4.5 The city-region agreement was informed by the Manchester Independent Economic Review, which was published in April 2009. The review concluded that although Greater Manchester is characterised by relatively high agglomeration economies, firms do not exploit these as effectively as firms elsewhere in the UK. Their productivity is lower than we should expect given the size of the city-region's economy and it is, as a result, punching below its weight in terms of productivity.

Existing governance arrangements

- 4.6 The review's findings are that existing governance arrangements for economic development, regeneration and transport are sub-optimal. Essentially, AGMA does not have the powers and functions to drive delivery of the Manchester city-region agreement, whilst responsibility for economic development, regeneration and transport are fragmented between different organisations.
- 4.7 AGMA has been running for twenty years as a joint committee³ of the 10 Greater Manchester local authorities. Under its current constitution the executive board co-ordinates economic development, housing, planning and, together with the relevant statutory bodies, transport policies for the city-region with a supporting structure of seven commissions. However, the executive board is not a body corporate. It has no functions in its own right and those which it has are dependent on delegations from or agreements by its constituent local authorities.

³ Established under section 102 of the Local Government Act 1972.

- 4.8 The Greater Manchester Integrated Transport Authority (GMITA) is the statutory body responsible for setting overall local transport strategy, through the local transport plan, and for deciding priorities for delivery. It is also responsible for policy on supporting and improving Greater Manchester’s public transport network. The authority’s decisions on passenger transport are implemented by the Greater Manchester Passenger Transport Executive, while the 10 local authorities are responsible for delivering highways and traffic management within their areas.
- 4.9 The Government agrees that there is evidence that current governance arrangements fail to fully identify economic opportunity at the city-region and the mechanisms for intervening at this level are under-developed. There is currently no one single organisation with clear accountability at a sub-regional level in relation to economic development, regeneration and transport and there are too many organisations with mandates that overlap. The GMITA, as the local transport authority, has overall responsibility for ensuring an integrated, efficient and economic transport network and for the production of the local transport plan. On the other hand, responsibility for economic development and regeneration and strategic planning and housing rests with the 10 individual local authorities. All 10 local authorities have economic development teams and there are a number of other organisations with a similar remit. This makes alignment of economic development, regeneration and transport policies difficult.
- 4.10 There is also evidence of deficiencies in the current transport governance arrangements within Greater Manchester. Responsibility for transport functions is fragmented between the local authorities, the GMITA and the Secretary of State. GMITA is responsible for securing public passenger transport in the area, whilst the 10 Greater Manchester local authorities are the local highway, traffic and street authorities. The current fragmentation of responsibilities between highways, traffic management and public transport makes alignment of transport policy interventions challenging.

Case for a combined authority

- 4.11 AGMA’s review has concluded that the best option for improving economic development, regeneration and transport governance arrangements across Greater Manchester would be through the establishment of a combined authority.
- 4.12 As a corporate body with legal personality with powers in its own right, a combined authority would be well placed to lead collaboration between relevant local authorities and other stakeholders on a sub-regional basis. It would provide a stable mechanism for long term strategic decision making across the whole of the city-region.

- 4.13 The Government believes that there is a strong case for having one body within Greater Manchester responsible for economic development, regeneration and transport. It is the Government's view that where there is already an integrated transport authority (ITA) established in an area, as is the case in Greater Manchester, then the local authorities should establish a combined authority, rather than establish a separate economic prosperity board. This would help to ensure that there is a co-ordinated approach to economic development, regeneration and transport and help avoid a proliferation of different structures at the sub-regional level.
- 4.14 Subject to further evidence that may be received as a result of this consultation, the Government believes that the establishment of a combined authority in Greater Manchester would enable Greater Manchester to deliver more effectively on the commitments set out in the city-region pilot agreement. Indeed, the Government has consistently made clear that proposed devolutions relating to transport are predicated on reform of transport governance arrangements and moving to a combined authority would represent such a reform.

The need to reflect identities and interests of local communities

- 4.15 In making an Order under the LTA 2008 and/or the 2009 Act, the Secretary of State must have regard to the need to reflect the identities and interests of local communities and to secure effective and convenient local government. As part of this consideration, the Secretary of State needs to be satisfied that the establishment of the combined authority would not create artificial divides in an area that has strong community identity and that the differing needs and interests of communities are taken into account.
- 4.16 The Government does not believe that the proposal to establish a combined authority for Greater Manchester would create artificial divides. It also believes that the combined authority would be well placed to take account of the differing needs and interests of communities. The geographical boundary of the proposed combined authority is well defined and is the same as the ITA and the former metropolitan county council's boundaries. The health and police authorities, Jobcentre Plus and other agencies are well used to working within the geography and, in the Government's opinion, the Greater Manchester identity is well established. The combined authority would also be well placed to consider the needs of different communities in the context of the wider city-regional economy.

Costs of establishing the new combined authority

- 4.17 KPMG have prepared a business case for the establishment of the combined authority on behalf of AGMA. KPMG have advised that as the new authority would build upon infrastructure and resource capacity which exists already within the local authorities, it should not lead to increased costs for the local authorities. Although there will be a need to review the existing skill set of the AGMA secretariat with a view to some minimal enhancement, this is likely to be at a minimal cost. The combined authority's functions will be administered through either existing or, in the case of new devolved functions, already agreed arrangements and these will not require additional funding to administer.
- 4.18 The Government accepts this conclusion. The Government would, in fact, expect the establishment of the combined authority to lead to operational efficiencies in relation to economic development and transport across Greater Manchester.

Part 5

Secretary of State's consideration of the scheme: The proposed constitution and functions of the Greater Manchester combined authority

Introduction

- 5.1 The AGMA scheme sets out in detail the proposed constitution and functions of the proposed new combined authority. The Government by and large supports this scheme and is consulting on its proposals for establishing the new authority through a statutory order. Attached at annex B is a draft of an order that would establish the new combined authority and abolish the existing GMITA.

Establishment

- 5.2 The scheme proposes that the combined authority would come into existence on 1 April 2011. The authority would be known as the 'Greater Manchester Combined Authority' and would cover the local government areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. The GMITA would be dissolved on the same day and its powers and functions would transfer to the combined authority.
- 5.3 The Government agrees that these arrangements would be appropriate, and has provided for them in Part 2 and Part 3 of the Order.

Constitution

- 5.4 The scheme proposes that each constituent authority (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) would appoint one of its elected members to be a member of the combined authority. Under the scheme:
- each constituent authority would appoint another of its elected members as a substitute member

- a person would cease to be a member of the combined authority if he or she ceased to be a member of the constituent authority that appointed them
- a member or substitute may resign by serving notice on the combined authority; and
- where a member or substitute member's appointment ceases the constituent council that made the appointment must, as soon as practicable, appoint another member in that person's place.

5.5 The scheme proposes that the members of the combined authority would, in each year, elect a chair and vice-chair. The chair or vice-chair would cease to hold their respective posts if he or she ceased to be a member of one of the constituent local authorities.

5.6 Under AGMA's proposals all members of the combined authority would have one vote. The chair or vice-chair would not have a second or casting vote. The following matters should require the support of at least seven members:

- the adoption of its sustainable community strategy (i.e. the Greater Manchester Strategy, the Greater Manchester Housing Strategy and other related strategies)
- the adoption of the local transport plan and policies contained therein
- the adoption of a Multi-Area Agreement under section 128 of the LDEDC Act
- the approval of the local economic assessment under section 69 of the LDEC Act 2009
- the approval of the combined authority's annual budget;
- the setting of the transport levy
- the approval of schemes to be financed through the Greater Manchester Transport Fund
- approval of borrowing limits, treasury management strategy, the investment strategy and the capital budget of the combined authority
- the acceptance of functions delegated to the combined authority
- such other plans and strategies as are determined by the combined authority.

5.7 However, other decisions, including those relating to the implementation of its key strategies and plans, would be determined on a simple majority basis.

- 5.8 The Government believes that AGMA have put forward workable proposals for constitutional arrangements taken with the provisions of local government law that would apply to the combined authority by virtue of schedule 6 of the LDEDC Act. The Government accepts the case for differential voting but believes that it is important that the matters that are determined by a 7-3 voting arrangement continue to be tightly confined, to ensure that the combined authority can make the tough choices that will be needed to drive growth across the city-region.
- 5.9 The Order provides for these arrangements at schedule 1. The Order also provides that the 'other plans and strategies' that are to be subject to the 7-3 voting arrangements must be set out in the standing orders of the combined authority, and that a change to the standing orders is subject to the same arrangement.

Funding

- 5.10 By virtue of section 74 of the Local Government Act 1988 a combined authority can be given power to issue a levy in respect of its expenses relating to its transport, but not its economic development or regeneration functions. The ITA already has a levying power and the scheme proposes that the combined authority should be given an equivalent power. This means that the amount to be raised by the levy would be apportioned to the constituent local authorities by population size. The combined authority would not be given any levying powers beyond those of the current ITA.
- 5.11 The scheme also proposes that the costs of the combined authority relating to the exercise of its economic development and regeneration functions should be met by the constituent authorities. These costs would also be apportioned to the constituent local authorities by population size.
- 5.12 The Government agrees that these would be appropriate mechanisms for funding the costs of the new authority. The transport levy would be put in place by a suitable amendment to the Transport Levying Bodies Regulations 1992 and provision for payment of the other expenses is made by article 6 of the Order.
- 5.13 The draft order does not currently make any detailed provision for the payment of the combined authority's costs relating to its economic development and regeneration functions. The Government would welcome views over whether the order should include provisions relating to issues such as the timing of notifications for payment, the timing of payment and enforcement in the event of non-payment and provision for interest in late payment.

Functions – economic development

5.14 The proposal is that the combined authority be given the following local authority functions in relation to its area:

- the duty to prepare a sustainable community strategy under section 4(1) of the Local Government Act 2000
- the duty under section 69 of the LDEDC Act 2009 to prepare an assessment of local economic conditions
- duties and powers related to the provision of education and training and work experience for 16-19 year olds; 19-25 year olds who are subject to learning difficulty assessment and persons who are subject to youth detention – under section 15ZA, 15ZB, 15ZC, 17A, 17B, 17C, 18A(1)(b), 514A and 560A of the Education Act 1996. These are powers to be given to local education authorities through the Apprenticeships, Skills, Children and Learning Act 2009
- the duty under section 8(1) of the Housing Act 1985 to consider housing conditions in its area and the needs of the area with respect to the provision of further housing accommodation
- the duties under section 82-84 of the Environment Act 1995 to review the quality and the future likely quality of the air within the authority's area and designate air quality management areas
- the power under section 144 of the Local Government Act 1972 to encourage visitors and provide conference and other facilities
- the power under section 142(2) of the Local Government Act 1972 to arrange for publication of information relating to the functions of the area; and
- the power under section 222 Local Government Act 1972 (the power to instigate and defend legal proceedings).

5.15 The AGMA scheme had proposed that, with the exception of the local authority economic assessment duty, these functions would be held concurrently with the constituent local authorities. However, the Government believes that partnership working between the 10 local authorities and the combined authority will be crucial to the preparation of a local economic assessment for Greater Manchester. A lot of the data and other evidence needed for a city-region wide economic assessment would come from the 10 local authorities. The Government also believes it important that the assessment draws out the particular economic priorities of the individual local authorities as well as the wider economic linkages across the city-region. For these reasons, the Government believes that the local economic assessment duty should also be held concurrently with the local authorities.

- 5.16 The Government considers that these functions can be appropriately exercised by the combined authority. It also agrees with AGMA, subject to evidence to the contrary, that these functions are appropriate if the combined authority is to effectively co-ordinate the delivery of economic development and regeneration for Greater Manchester. Accordingly provision is made in schedule 2 of the Order (the Order does not make provision for sections 17B and 17C of the Education Act 1996 as these sections do not confer functions or powers).
- 5.17 The AGMA scheme also proposed that the combined authority be given the power under Part 1 of the Local Government Act 2000 to do anything which it considers likely to promote or improve the economic, social and environmental well-being of its area. This is commonly known as the 'well-being' power. However, the combined authority automatically has a similar well-being power by virtue of section 99 of the LTA 2008. The Government does not, therefore, think it necessary to give the combined authority the well-being power under the Local Government Act 2000. So that power is not included in the draft order.
- 5.18 The AGMA scheme also proposed that the combined authority be a local authority for the purposes of the Sustainable Communities Act 2007. Under this Act, following an invitation from the Secretary of State, local authorities can submit proposals which they believe would improve the environmental, economic and social well-being of their local area. The Secretary of State made such an invitation in 2008 and is currently considering the proposals received. The Government plans to review the how the current Act works following consultation. The Government believes that it would be best to consider the definition of local authority (including whether to include combined authorities within the definition) for the purposes of the Act in the context of the future review. In the circumstances, it does not propose to make the combined authority a local authority for the purposes of the Act through the order establishing the authority.

Functions – transport

- 5.19 Under AGMA's proposals the GMITA would be dissolved on 1 April 2011 with the establishment of the combined authority. All the existing functions of the GMITA would transfer to the new combined authority.
- 5.20 The following transport related functions of the constituent local authorities would also be delegated to and exercised by the combined authority:
- the duty under section 2 of the Road Traffic Reduction Act 1997 to prepare reports containing assessment of levels of road traffic in their area and forecast of growth in those levels

- functions of local traffic authorities in relation to traffic signals under Part V of the Road Traffic Regulations Act 1984.

5.21 The Government considers that these functions can be appropriately exercised by the combined authority, and, subject to evidence to the contrary, agrees with AGMA's view that these powers are appropriate to underpin the operation of the combined authority and streamline transport functions across the city-region. Accordingly provision is made in article 11 of the order.

Joint committee – Transport for Greater Manchester

5.22 Under the scheme the combined authority and the 10 constituent local authorities would enter into joint arrangements for the discharge of specified transport functions which would include the establishment of a joint committee to be called Transport for Greater Manchester Committee (TfGMC). The committee would be supported by an operating agreement entered into by all eleven authorities (the 10 local authorities and the combined authority) and would have the same membership and composition of the current GMITA.

5.23 Under the scheme the combined authority would refer to the joint committee the functions which it would inherit from the GMITA and in most cases the joint committee would have delegated authority to act on behalf of the combined authority. In the case of more strategic functions or where legally the combined authority is unable to delegate, the joint committee would make recommendations to the combined authority.

5.24 The functions which would be referred for recommendation only to the joint committee would include:

- the budget and transport levy
- borrowing limits
- major and strategic transport policies
- the local transport plan
- the operation of the Greater Manchester Transport Fund; and
- the appointment of the director general/chief executive of the passenger transport executive.

5.25 It is also proposed that the following local authority functions should be delegated directly to the joint committee rather than through the combined authority:

- the local traffic authority duty to manage the road network to ensure effective movement of traffic within, across and into Greater Manchester (sections 16-17 of the Traffic Management Act 2004); and
- the duty to prepare and carry out a programme of measures to promote road safety including road safety studies, accident prevention schemes and provision of information and advice (section 39 of the Road Traffic Act 1988).

5.26 Existing legislation⁴ already allows for the establishment of joint arrangements between local authorities. So it is not necessary to include reference to the TfGMC in the draft Order.

Delivery bodies

5.27 The scheme proposes that the Greater Manchester Passenger Transport Executive should remain an independent legal entity as an executive body of the combined authority in relation to its transport functions. It would be renamed Transport for Greater Manchester Executive (TfGME). TfGME would be accountable to the combined authority through the TfGMC. The joint committee would be responsible for monitoring and overseeing the activities and performance of the executive.

5.28 The scheme proposes that ownership of The Commission for the New Economy should transfer to the combined authority. The Commission is a company limited by guarantee, currently owned by the 10 Manchester authorities and reporting to the AGMA Executive Board. It has recently been designated as an employment and skills board for Greater Manchester, with responsibility for formulating strategy to secure the provision of education and training for persons over 19.

5.29 The Government agrees that it would appear appropriate for the New Commission for the New Economy to be accountable to the combined authority, and provides for the transfer in article 12 of the Order.

Scrutiny arrangements

5.30 AGMA already has voluntary joint scrutiny arrangements in place whereby the 10 local authorities of Greater Manchester provide a joint scrutiny pool to scrutinise the activities of its Executive Board.

⁴ Sections 101(5) and 102 of the Local Government Act 1972, section 20 of the Local Government Act 2000 and regulations 4, 11 & 12 of the Local Authorities (Arrangements for Discharge of Functions)(England) Regulations 2000.

- 5.31 Under the AGMA scheme the remit of this existing pool would be extended to enable it to exercise an overview and scrutiny role in relation to the combined authority, TfGMC and TfGME. In relation to transport, these arrangements would operate at a high level in relation to major strategic issues including the local transport plan, the budget and levy and the operation of the Greater Manchester Transport Fund.
- 5.32 The Government supports these proposed joint scrutiny arrangements. The Government's consultation paper *Strengthening Local Democracy*⁵ stressed the need for joint working between local authorities at the sub-regional or city-regional level to be as accessible, transparent and accountable as possible. And the Government's draft guidance on EPBs and combined authorities states that these bodies should be as open as possible in their operations and should have clear arrangements in place to allow for scrutiny of their activity. The Government believes that the AGMA scheme presents robust proposals for the effective scrutiny of the combined authority, building on the well established joint scrutiny arrangements in relation to AGMA. It believes that the proposed arrangements would ensure that the combined authority would be properly held to account for its decisions. The Government also particularly welcomes the commitment set out in the AGMA scheme for the combined authority to carry out a review of scrutiny arrangements which would take account of current and future legislation.
- 5.33 The joint scrutiny arrangements set out in the scheme would be voluntary arrangements. So they are not addressed in the draft order.

Transfer of property rights and liabilities

- 5.34 The scheme proposes that all property, rights and liabilities of the GMITA⁶ should transfer to the combined authority, including rights and liabilities (if any) in relation to contracts of employment.
- 5.35 The scheme also proposes the transfer of certain property from the constituent councils to the GMCA. As these are not set out in detail in the scheme, the Order provides for this to be done via a scheme to be drawn up by the constituent councils before the new authority is established.

⁵ *Strengthening Local Democracy*, Consultation, July 2009, CLG.
www.communities.gov.uk/publications/localgovernment/localdemocracyconsultation

⁶ Including all property, rights and liabilities relating to the GMITA policy Unit, the Greater Manchester Joint Transport unit, the GMTU and GMUTC.

Review of combined authority

- 5.36 Under the AGMA scheme the combined authority and constituent local authorities would undertake a review of the arrangements, under section 111 of the LDEDC Act 2009, five years after the establishment of the combined authority. Also, if one local authority requests a joint review of the combined authority three years after its establishment, the other authorities would co-operate in such a review.
- 5.37 The Government supports these review arrangements. It believes it important though that the new combined authority is given sufficient time to bed in and to demonstrate its added value.

Annex A

Manchester city-region agreement

This is a groundbreaking agreement between the 10 Greater Manchester local authorities and the Government signed in December 2009.

It recognises the role of Greater Manchester as a key focus for national growth and in helping to create the conditions for national recovery in the aftermath of the recession. It puts the seal on a number of public sector reform measures, combined with new powers and responsibilities.

These include:

- The Manchester city-region has been named as the UK's fourth low carbon economic area (LCEA), the focus of which will be the built environment. Working with local, regional and national partner agencies, granting LCEA status will deliver benefits for Greater Manchester and the rest of the UK, through stimulating the wider supply chain, sharing learning and best practice with other regions.
- New statutory powers for the city-region to be able to set its own skills policy, and new freedoms to determine priorities for adult apprenticeships. This will give the city-region the freedom to identify the priorities for their young people and offer opportunities that can attract and motivate young people to achieve their potential.
- A single allocation for the Manchester city-region for places in schools for further education for 16 to 19-year-olds (except for academies). This means that Greater Manchester will, as a region, determine the mix and number of places needed for schools and further education and control an annual budget worth hundreds of millions of pounds. It will also give the city region the freedom to determine the number of apprenticeships and where they should be based according to need.
- A range of service delivery pilots throughout Greater Manchester which will focus upon the need to drive up skills, increase employment, support children in their earliest years, as well as new service delivery models to transform deprived neighbourhoods.
- A commitment to improve data sharing arrangements between public agencies and local authorities.
- More local influence over licensing of private landlords.
- A commitment to examine how the Manchester city-region can assume greater transport responsibilities and influence, comparable to the powers held by Transport for London.

Annex B

Draft Order

Draft Order laid before Parliament under section 94 of the Local Transport Act 2008 and section 117 of the Local Democracy, Economic Development and Construction Act 2009, for approval by resolution of each House of Parliament.

DRAFT STATUTORY INSTRUMENTS

2010 No. ****

LOCAL GOVERNMENT, ENGLAND

The Greater Manchester (Combined Authority) Order 2010

Made - - - - *******

Coming into force in accordance with article 1

This Order is made in exercise of the powers conferred by section 91 of the Local Transport Act 2008⁽⁷⁾ and sections 103 to 105 and 114 to 116 of the Local Democracy, Economic Development and Construction Act 2009⁽⁸⁾.

The Secretary of State, having regard to a scheme prepared and published under section 82 of the Local Transport Act 2008 and section 109 of the Local Democracy, Economic Development and Construction Act 2009, considers that the making of this Order is likely to improve—

- (a) the exercise of statutory functions relating to transport in the area to which this Order relates,
- (b) the effectiveness and efficiency of transport in that area,
- (c) the exercise of statutory functions relating to economic development and regeneration in that area, and
- (d) economic conditions in that area.

The Secretary of State is satisfied that the area to which this Order relates meets the conditions set out in section 103 of the Local Democracy, Economic Development and Construction Act 2009.

The Secretary of State has consulted—

- (a) the district councils for the area comprised in the Greater Manchester integrated transport area,
- (b) the integrated transport authority for Greater Manchester,
- (c) the Greater Manchester Passenger Transport Executive,
- (d) such other persons as the Secretary of State considered appropriate.

⁽⁷⁾ 2008 c.26.

⁽⁸⁾ 2009 c.20.

The councils for the metropolitan districts whose areas are comprised in the Greater Manchester integrated transport area have consented to the making of this Order.

In making this Order, the Secretary of State has had regard to the need to reflect the identities and interests of local communities, and to secure effective and convenient local government.

A draft of this instrument has been approved by a resolution of each House of Parliament pursuant to section 94 of the Local Transport Act 2008 and section 117 of the Local Democracy, Economic Development and Construction Act 2009.

Accordingly, the Secretary of State makes the following Order:

PART 1

General

Citation and commencement

2. This Order may be cited as the Greater Manchester (Combined Authority) Order 2010 and comes into force on the day after that on which it is made.

Interpretation

3. In this Order—

“the 1969 Order” means the South East Lancashire and North East Cheshire Passenger Transport Area (Designation) Order 1969⁽⁹⁾

“the 2009 Act” means the Local Democracy, Economic Development and Construction Act 2009;

“combined area” means the area consisting of the areas of the constituent councils;

“constituent councils” means the metropolitan district councils for the local government areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan; and

“the ITA” means the Greater Manchester Integrated Transport Authority⁽¹⁰⁾.

PART 2

Establishment of a Combined Authority for Greater Manchester

Establishment

4.—(1) On 1st April 2011 there is to be established a combined authority for the combined area.

(2) The combined authority is to be a body corporate and to be known as the Greater Manchester Combined Authority (“the GMCA”).

(3) The functions of the GMCA are those functions conferred or imposed upon it by this Order or by any other enactment, or as may be delegated to it by the constituent councils or other persons.

⁽⁹⁾ S.I. 1969/95 amended by S.I. 1973/1727.

⁽¹⁰⁾ This body was established as the Greater Manchester Passenger Transport Authority by section 28(1) of the Local Government Act 1985 (c. 51). It was renamed by virtue of the Local Transport Act 2008, section 77(2) and paragraph 53 of Schedule 4.

(4) The GMCA is not to be regarded as the servant or agent of the Crown or as enjoying any status, immunity or privilege of the Crown.

Constitution

5. Schedule 1 (which makes provision about the constitution of the GMCA) is to have effect.

Funding

6.—(1) The constituent councils must meet the costs of the GMCA reasonably attributable to the exercise of its functions relating to economic development and regeneration.

(2) The proportion of the amount under paragraph (1) payable by each of the constituent councils is to be determined by reference to the total resident population at the relevant date of the area of each council concerned as estimated by the Registrar General.

(3) For the purposes of paragraph (2) the relevant date in relation to a payment for a financial year is 30th June in the financial year which commenced two years previously.

PART 3

Abolition of the ITA

Abolition

7.—(1) On 1st April 2011 the Greater Manchester integrated transport area is to be dissolved and the ITA abolished.

Transfer of functions etc

8.—(1) On the abolition of the ITA—

- (a) its functions; and
- (b) its property, rights and liabilities,

are to transfer to the GMCA.

(2) Where anything done by or on behalf of the ITA has continuing effect on and after 1st April 2011 reference to the ITA in any instrument or other document is to be construed as a reference to the GMCA.

The Passenger Transport Executive

9. On 1st April 2011 the Greater Manchester Passenger Transport Executive which was established under the 1969 Order⁽¹⁾ is to become the Passenger Transport Executive for the combined area and is to be known as the Transport for Greater Manchester Executive (“the Executive”).

(1) Any person who immediately before 1st April 2011 is the Director General or other member of the Executive is to continue to hold office on and after that date in accordance with that person’s terms of appointment until such appointment is terminated or those terms are varied in accordance with the provisions applicable to them.

(2) The Executive’s functions on and after 1st April 2011 apply as respects the combined area as they applied as respects the area designated by the 1969 Order.

⁽¹⁾ The Executive was established as the South East Lancashire and North East Cheshire Passenger Transport Executive and renamed by S.I. 1973/1727.

Appointment of Executive

10. The GMCA is responsible for the appointment of members to the Executive in accordance with article 16 of the 1969 Order on and after 1st April 2011.

PART 4

Additional Functions

Delegation of transport functions

11. With effect from 1st April 2011 the following functions of the constituent councils are delegated to GMCA—

- (a) their functions under Part V of the Road Traffic Regulation Act 1984⁽¹²⁾(traffic signs); in relation to traffic signs in the combined area which are light signals for controlling the movement of vehicular traffic or of pedestrians; and
- (b) their functions under section 2 of the Road Traffic Reduction Act 1997⁽¹³⁾(duty of principal councils to make reports).

Economic development and regeneration functions

12.—(1) With effect from 1st April 2011 the functions of the constituent authorities set out in Schedule 2 to this Order are to be exercisable by the GMCA in relation to its area.

(2) The functions are to be exercised concurrently with the constituent councils.

(3) Any requirement in any enactment for a constituent council to exercise such a function may be fulfilled by the exercise of that function by the GMCA.

PART 5

Supplementary

Transfer of the Commission for the New Economy

13.—(1) On 1st April 2011—

- (a) the GMCA is to become a member of the Commission for the New Economy, a company limited by guarantee and registered in England with company number 05678007; and
- (b) the interests of the constituent councils in that company are to transfer to the GMCA and the constituent councils are to cease to be members of the company.

Scheme for transfer of property etc.

14.—(1) The constituent councils must before 1st April 2011 prepare a scheme for the transfer of property, rights and liabilities to the GMCA.

(2) The property, rights and liabilities that are to be the subject of the scheme are those relating to the traffic functions of the constituent councils transferred to the GMCA by article 10 of this Order.

(3) Any transfers by the scheme are to take effect on 1st April 2011 or on such other date as may be specified in the scheme.

⁽¹²⁾ 1984 c. 27.

⁽¹³⁾ 1997 c. 54.

Continuity

15.—(1) The transfer, by virtue of this Order or a scheme made under it, of the functions, property, rights or liabilities of the ITA or of a constituent council to the GMCA does not affect the validity of anything done (or having effect as if done) by or in relation to the ITA or the constituent council before the date on which the transfer takes effect.

(2) Anything (including legal proceedings) which, at the time when that transfer takes effect, is in the process of being done by or in relation to the ITA or the constituent council may, so far as it relates to any property, rights or liabilities transferred, be continued by or in relation to the GMCA.

(3) Anything done (or having effect as if done) by or in relation to the ITA or the constituent council for the purposes of or in connection with any property, rights or liabilities transferred to the GMCA by virtue of this Order or a scheme made under it is to have effect as if done by or in relation to the GMCA in so far as that is required for continuing its effect after the time when the transfer takes effect.

Consequential Amendments

16. The enactments specified in Schedule 3 are amended as set out in that schedule.

Signed on behalf of the Secretary of State for Communities and Local Government

date

Name
Minister of State
Department for Communities and Local Government

SCHEDULES

SCHEDULE 1

Article 4

Constitution

Membership

17.—(1) Each constituent council is to appoint one of its elected members to be a member of the GMCA.

(2) Each constituent council is to appoint another of its elected members to act as a member of the GMCA in the absence of the member appointed under sub-paragraph 1 (“the substitute member”).

(3) A person ceases to be a member or substitute member of the GMCA if they cease to be a member of the constituent council that appointed them.

(4) A constituent council may at any time terminate the appointment of a member or substitute member appointed by it to the GMCA.

(5) A member or substitute member may resign by serving notice on the GMCA.

(6) Where a member or substitute member’s appointment ceases the constituent council that made the appointment must, as soon as practicable, appoint another of its elected members in that person’s place.

(7) For the purposes of this paragraph, an elected mayor of a constituent council is to be treated as a member of the constituent council.

Chair and vice-chair(s)

18.—(1) The GMCA—

- (a) must in each year appoint a chair; and
- (b) may appoint one or more vice-chairs

from among its members and the appointments are to be the first business transacted at the annual meeting of the GMCA.

(2) A person ceases to be chair or vice-chair of the GMCA if they cease to be a member of the GMCA.

(3) If a vacancy arises in the office of chair or vice chair, an appointment to fill the vacancy is to be made at the next ordinary meeting of the GMCA, or, if that meeting is to be held within 14 days of the vacancy arising, at the meeting following that meeting.

Proceedings

19.—(1) Subject to sub-paragraph (3), any questions that are to be decided by the GMCA are to be decided by a majority of the members and substitute members, acting in place of members, present and voting on that question at a meeting of the GMCA.

(2) Each member, or substitute member acting in that member’s place, is to have one vote and no member or substitute member is to have a casting vote.

(3) Questions relating to the following matters require at least 7 votes in favour to be carried—

- (a) the adoption, approval, amendment, modification, revision, variation, withdrawal or revocation of a plan or strategy of the following descriptions—

- (i) a sustainable community strategy under section 4 of the Local Government Act 2000⁽¹⁴⁾,
 - (ii) a local transport plan under section 108(3) of the Transport Act 2000⁽¹⁵⁾,
 - (iii) such other plans and strategies as may be determined by the GMCA and set out in its standing orders;
- (b) the preparation of a local economic assessment under section 69 of the 2009 Act;
 - (c) the submission of a proposal under section 124 of the 2009 Act, a revision proposal under section 132 of that Act, or of a of a multi-area agreement under section 128 of that Act.
 - (d) the approval of the budget of the GMCA;
 - (e) the approval of borrowing limits, the treasury management strategy and the investment strategy;
 - (f) the setting of a transport levy;
 - (g) the acceptance of arrangements to delegate the functions of any person to the GMCA;
 - (h) the amendment of the standing orders of the GMCA.
- (4) The proceedings of GMCA are not invalidated by any vacancy among its members or substitute members or by any defect in the appointment or qualifications of any member or substitute member.

Records

20.—(1) The GMCA must make arrangements for the names of members and substitute members present at any meeting to be recorded.

(2) Minutes of the proceedings of a meeting of the GMCA, or any committee or sub-committee of the GMCA are to be kept in such form as the GMCA may determine.

(3) Any such minutes are to be signed at the same or next suitable meeting of the GMCA by the person presiding at that meeting.

(4) Any minute purporting to be signed as mentioned in sub-paragraph (3) shall be received in evidence without further proof.

(5) Until the contrary is proved, a meeting of the GMCA a minute of whose proceedings has been signed in accordance with this paragraph is deemed to have been duly convened and held, and all the members and substitute members present at the meeting are deemed to have been duly qualified.

(6) For the purposes of sub-paragraph (3) the next suitable meeting is the next following meeting or, where standing orders made by the GMCA provide for another meeting of the authority to be regarded as suitable, either the next following meeting or that other meeting.

Standing Orders

21. The GMCA may make standing orders for the regulation of its proceedings and business and may vary or revoke any such orders.

Remuneration

22.—(1) No remuneration is to be payable by the GMCA to its members, other than allowances for travel and subsistence paid in accordance with a scheme drawn up by the GMCA.

⁽¹⁴⁾ 2000 c. 26.

⁽¹⁵⁾ 2000 c. 38. Section 108(3) was amended by section 9(1) of the Local Transport Act 2008. A combined authority is a local transport authority for the purposes of section 108(3) by virtue of section 108(4)(ca), inserted by paragraphs 95 and 96 of schedule 6 of the 2009 Act.

(2) A constituent council may, in accordance with its own scheme of allowances, pay a special responsibility allowance to any member appointed by it to the GMCA in respect of duties and responsibilities undertaken as a member of the GMCA.

SCHEDULE 2

Article 11(2)

Economic development and regeneration functions

23. The following functions are to be exercised by the GMCA concurrently with the constituent councils—

- (a) the power under section 142(2) of the Local Government Act 1972⁽¹⁶⁾ (the power to arrange for publication of information etc. relating to the functions of the authority);
- (b) the power under section 144 of the Local Government Act 1972 (the power to encourage visitors and provide conference and other facilities);
- (c) the power under section 222 Local Government Act 1972 (the power to instigate and defend legal proceedings);
- (d) the duty under section 8(1) Housing Act 1985⁽¹⁷⁾ (duty of local housing authorities to consider housing conditions in their district and the needs of the district with respect to the provision of further housing accommodation);
- (e) the duties under section 82 of the Environment Act 1995⁽¹⁸⁾ (duty to cause a review to be conducted of quality for the time being, and the likely future quality within the relevant period, of air within the authority’s area and associated duties);
- (f) the duty under section 83 of the Environment Act 1995 (duty to designate air quality management areas);
- (g) the duties under section 84 of the Environment Act 1995 (duties in relation to designated area);
- (h) the duties under sections 15ZA, 15ZB, 15ZC, 17A, 18A(1)(b), of the Education Act 1996 and the power under sections 514A and 560A of that Act⁽¹⁹⁾ (duties and powers related to the provision of education and training for persons over compulsory school age);
- (i) The duty under section 4(1) of the Local Government Act 2000 (duty to prepare a strategy for promoting or improving the economic, social and environmental well-being of their area and contributing to the achievement of sustainable development in the United Kingdom).
- (j) The duty under section 69 of the 2009 Act (duty to prepare an assessment of economic conditions).

SCHEDULE 3

Consequential Amendments

24.—(1) Section 9 of the Transport Act 1968⁽²⁰⁾ is amended as follows.

⁽¹⁶⁾ 1972 c. 70.

⁽¹⁷⁾ 1985 c. 68. Section 144 was amended by Schedule 2 to the Local Government (Miscellaneous Provisions) Act 1976 (c. 57), Part XVI of Schedule 34 to the Local Government, Planning and Land Act 1980 (c. 65) and Schedule 17 to the Local Government Act 1985.

⁽¹⁸⁾ 1995 c. 25.

⁽¹⁹⁾ 1996 c. 56. Sections 15ZA, 15ZB, 15ZC will be inserted by section 41 of the Apprenticeships, Skills, Children and Learning Act 2009 (c. 22), sections 17A and 18A(1)(b) by section 45 of that Act, section 514A by section 46 of that Act and section 560A by section 47 of that Act on dates to be appointed.

⁽²⁰⁾ 1968 c. 73. Section 9 has been amended by []

(2) In subsection (1)(a)(i), for “each of the” substitute “the County of Greater Manchester shall be a combined area and each of the other”.

(3) In subsection (1)(b), after subparagraph (ii), insert—

i(iii) in relation to the Greater Manchester Combined Area, the Greater Manchester Combined Authority; and

(4) In subsections (2), (3) and (5), for “an integrated transport area or a passenger transport area” substitute “an integrated transport area, a passenger transport area or the Greater Manchester Combined Area”.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order establishes the Greater Manchester Combined Authority.

Part 6 of the Local Democracy, Economic Development and Construction Act 2009 (“the 2009 Act”) provides for the establishment of combined authorities for the areas of two or more local authorities in England. Combined authorities are bodies corporate which may be given power to exercise functions relating to transport and to economic development and regeneration in their area.

The Secretary of State may only establish a combined authority for an area where a scheme for such an authority has been published under section 109 of the 2009 Act. This Order is has been made following the publication of such a scheme on [date] by the 10 metropolitan district councils (the constituent councils) whose areas together make up the combined area of the new authority. The Scheme is available at [link]

Part 2 of the Order establishes the new authority, to be known as the Greater Manchester Combined Authority (“the GMCA”) on 1st April 2011, and makes provision for its constitution and funding.

Article 4 of and Schedule 1 to the Order make provision for the constitution of the GMCA. This is supplemental to the provision that is made by Part I of Schedule 12 to the Local Government Act 1972 (*see* paragraph 6A of that schedule, as amended by the 2009 Act).

Article 5 makes provision for the funding, by the constituent councils, of those costs of the GMCA that relate to the exercise of its economic development and regeneration functions.

Part 3 of the Order abolishes the Greater Manchester integrated transport area and the Greater Manchester Integrated Transport Authority (article 6) and provides for the functions, property rights and liabilities of that body to be transferred to the GMCA (article 7), including the functions of supervising the Passenger Transport Executive. It also changes the name of that body to “the Transport for Greater Manchester Executive” and provides for the GMCA to be responsible for appointment of its members (articles 8 and 9).

Part 4 confers additional functions on the GMCA. Article 10 delegates certain traffic functions, currently exercised by the constituent authorities to the GMCA. Article 11 confers functions of the constituent councils relating to economic development and regeneration. These are set out in Schedule 2 to the Order and are to be exercised concurrently with the constituent councils.

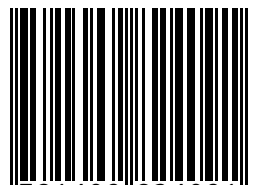
Part 5 makes supplementary provision. Article 12 transfers the Commission for the New Economy, a company owned by the constituent councils, to the GMCA. Article 13 provides for the constituent councils to transfer other property, rights and liabilities via a scheme to be made under this Order. Article 14 ensures continuity when functions, property, rights or liabilities are transferred by the Order or a scheme made under it.

Article 15 and Schedule 3 make consequential amendments to various enactments.

A full regulatory impact assessment has not been prepared as this instrument will have no impact on the costs of business and the voluntary sector.

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